

**NO PROJECT ALTERNATIVE PROJECTS FUNDED FOR  
INTERCITY AND FREIGHT RAIL IN THE  
STATE OF CALIFORNIA**

---

**APPENDIX 2-C****NO PROJECT ALTERNATIVE PROJECTS FUNDED FOR INTERCITY AND  
FREIGHT RAIL IN THE STATE OF CALIFORNIA**

| Project Title                                     | Route     | Funding                      | Lead Agency | Project Description  | Estimated Cost | Comp. Date |
|---|-----------|------------------------------|-------------|--|----------------|------------|
| <b>Pacific Surfliner</b>                          |           |                              |             |  |                |            |
| San Luis Obispo Control Point-Signal Improvements | Surfliner | 1998 STIP                    | Caltrans    | Extend CTC from north end to south end of double track; replace one single direction crossover at Orcutt Road  | 1,100,000      | NA         |
| Grover Beach Siding Extension and Upgrade         | Surfliner | ITIP-SHA                     | Caltrans    | Upgrade siding and extend by about 4,000 feet to the south; replace two hand thrown switches with power switches and rehabilitate two at-grade road crossings.   | 5,000,000      | NA         |
| Gaviota Siding Upgrade                            | Surfliner | ITIP/<br>Amtrak              | Caltrans    | Upgrade siding with new power switches, CTC signal system, crossties and rail.   | 1,800,000      | NA         |
| Ellwood-Seacliff Track and Signal Improvements    | Surfliner | ITIP/<br>Amtrak/<br>Bond 116 | Caltrans    | Replace old block signal system with 31 miles of CTC; rehabilitate existing Seacliff siding and install power switches; construct new 8,500 foot Ellwood siding adjacent to Goleta Layover Facility; replace hand-thrown switch for Goleta Layover Facility. | 12,742,610     | NA         |
| Hasson Siding Extension                           | Surfliner | ITIP-SHA                     | Caltrans    | Install siding to 10,000 feet and upgrade switches and install two 40 miles per hour switches.   | 5,200,000      | NA         |
| Bromella Yard Tracks                              | Surfliner | ITIP-SHA                     | Caltrans    | Construct yard tracks at Bromella (near Guadeloupe)  | 987,991        | NA         |
| Santa Barbara Crossover                           | Surfliner | ITIP/<br>Amtrak              | Caltrans    | Install 40 miles per hour crossover between two main tracks near Montecito   | 1,000,000      | NA         |
| Moorpark Siding Upgrade                           | Surfliner | ITIP-SHA                     | Caltrans    | Replace worn rail and ties on siding   | 740,000        | NA         |
| Strathearn Siding Upgrade                         | Surfliner | ITIP-SHA                     | Caltrans    | Replace worn rail and ties on siding   | 1,640,000      | NA         |
| Glendale Slide Siding                             | Surfliner | RTIP-SHA                     | Caltrans    | Improve and lengthen freight siding to 7,800 feet and install power turnouts   | 678,000        | NA         |
| Van Nuys and CP Raymer—New Crossover              | Surfliner | ITIP/<br>Amtrak              | Caltrans    | Install a No. 14 crossover and related signals and controls between Van Nuys and CP Raymer.  | 1,000,000      | NA         |
| Chatsworth Track and Station Improvements         | Surfliner | Various                      | Caltrans    | Extend siding with CTC and add second platform; install one 40 miles per hour switch   | 4,485,611      | NA         |

| Project Title   | Route     | Funding              | Lead Agency | Project Description   | Estimated Cost | Comp. Date |
|---|-----------|----------------------|-------------|---|----------------|------------|
| Pacific Surfliner; triple track intercity rail line within Los Angeles County and add run-through-tracks through Los Angeles Union Station in Los Angeles | Surfliner | TCRP                 | Caltrans    | <p>The overall triple track and run-through-track project is to improve passenger train operations at the Los Angeles Union Station. The overall project has been split into three subprojects for implementation:</p> <p><b>#35.1</b>—Run-through-tracks from Union Station to mainline track along Los Angeles River. The purpose of the project is to improve passenger train operations by eliminating trains reversing directions when exiting the “cul de sac” on which the station is located. The current tracks have a stub end next to Route 101 freeway. Constructing run-through-tracks will reduce delays caused by trains entering and exiting a single point. The improvements will save an average of 10 mins per train for the 25 Amtrak and 120 Metrolink trains that currently use the station. The project will construct mainline tracks and a railroad bridge over Route 101 from the Union Station to the mainline track along the Los Angeles River.</p> <p>Estimated construction start date 9/2005 and estimated completion date 9/2007.</p> <p><b>#35.2</b>—Triple Track BNSF line. (Application to fully define this subproject not yet submitted.)</p> <p><b>#35.3</b>—Fifth lead track at Los Angeles Station. Adds a new lead track between the station platform tracks and the routes that extend to the east, north and south at the Los Angeles Union Station. The fifth lead track will provide additional capacity and permit construction staging during the Los Angeles run-through-track project. This new fifth track will be situated to the west of the existing four tracks, and reconfigures the tracks to add capacity northward out of Union Station for Metrolink Ventura County and Antelope Valley lines, and northbound Pacific Surfliner trains.</p> <p>Estimated construction start date 12/2002 and estimated completion date 2/2003.</p> <p>All of these projects do not encompass the 335 million dollar total cost of the project. Given the current funding level the project is not considered operational.</p> | 100,000,000    | 9/2007     |
| Bandini to DT Junction-Third Main Track   | Surfliner | ITIP-SHA/Amtrak/BNSF | Caltrans    | Construct three miles of third main track at Bandini in Commerce, Montebello and Pico Rivera. Total estimated project cost is 30 million dollars, this project will not be finished under current funding level   | 17,700,000     | NA         |
| Orange County Double and Triple Track   | Surfliner | PTA                  | Caltrans    | Construct additional double and triple track segments   | 41,000,000     | NA         |

| Project Title   | Route             | Funding           | Lead Agency      | Project Description  | Estimated Cost | Comp. Date |
|---|-------------------|-------------------|------------------|--|----------------|------------|
| Lincoln Ave Double Track  | Surfliner         | IRR-SHA           | Caltrans         | Construct 1.8 miles of second main track between Almond Street (Orange) and 17 <sup>th</sup> Street (Santa Ana)-parallels Lincoln Ave in Santa Ana; includes second bridge across Santiago Creek and modifications to local street network.  | 10,894,000     | NA         |
| Irvine Siding   | Surfliner         | ITIP-SHA          | Caltrans         | Construct 7,000 foot siding; design engineering, grading, turnouts, signal modernization and culvert extension   | 3,500,000      | NA         |
| Irvine Crossover  | Surfliner         | FTA/OCTA          | Caltrans         | Install crossover south of Irvine  | 1,800,000      | NA         |
| Pacific Surfliner; double track intercity rail line within San Diego County, add maintenance yard in San Diego County | Pacific Surfliner | TCRP              | Caltrans or NCTD | <p>The overall Pacific Surfliner double track project consists of several segments to provide improved reliability and on-time performance of the Pacific Surfliner intercity rail line in San Diego County. Each segment is covered under separate project applications segments:</p> <p><b>#74.1</b>—Oceanside double track project. Construct 1.2 miles of double tracking adjacent to the main line track from MP 227.2 at CP Escondido Junction to MP 228.4 at Oceanside. By extending the existing Oceanside siding, this project will ultimately provide double track from MP 225.9 to MP 228.4, which will total 2.5 miles in length.</p> <p>Estimated construction start date 6/2002 and estimated completion date 9/2003.</p> <p><b>#74.2</b>—PEIR/EIS and miscellaneous improvements to the LOSSAN Corridor. The miscellaneous improvements will be defined by individual application as fully funded projects meeting all conditions are identified.</p> <p><b>#74.3</b>—Fallbrook Maintenance yard and improvements. The miscellaneous improvements will be defined by individual application as fully funded projects meeting all conditions are identified.</p> | 47,000,000     | 9/2003     |
| San Onofre Siding Track Improvements  | Surfliner         | ITIP/ SHA         | Caltrans         | Extend siding and upgrade related signals  | 5,600,000      | NA         |
| CP Flores-CP O'Neil (San Clemente) Double Track   | Surfliner         | ITIP-SHA/ Amtrak  | Caltrans         | Construct 1.8 miles second main track including related CTC work.  | 5,000,000      | NA         |
| Sorrento-Miramar Double Track   | Surfliner         | Bond 116/ IRR-SHA | Caltrans         | Construct second main track between Sorrento (CP Cumbres) to reduce curvature of line to increase speeds, including new bi-directional powered crossover at CP Cumbres and new powered crossover at CP Pines.  | 31,717,600     | NA         |
| False Bay Passing Track   | Surfliner         | ITIP-SHA          | Caltrans         | Construct 2.5 mile passing track with higher speed turnouts. Anticipated cost of project would be 23,780,000 dollars. The current amount would not complete the project.   | 7,820,000      | NA         |
| Track Total   |                   |                   |                  |  | 302,359,821    |            |

| Project Title  | Route        | Funding      | Lead Agency | Project Description   | Estimated Cost     | Comp. Date |
|--|--------------|--------------|-------------|---|--------------------|------------|
| Station Projects   |              |              |             |   |                    |            |
| Oxnard   | Surfliner    | ITIP-SHA     | Caltrans    | Acquisition of ROW and station improvements   | 2,300,000          |            |
| Camarillo  | Surfliner    | STP-TEA/CMAQ | Caltrans    | Design and Construct platform and parking area improvements, including shelters, seating, lighting, bicycle parking and landscaping. Also parking lot expansion   | 2,092,593          | NA         |
| Simi Valley  | Surfliner    | STP-TEA/City | Simi Valley | Construct platform enhancements including improved appearance of canopies, improved benches addition of transparent wind screen panels and add kiosk type facilities with area historical and cultural information  | 680,000            | NA         |
| Van Nuys   | Surfliner    | ITIP/ SHA    | Los Angeles | Design and construct 300-space parking structure, platform passenger shelters, benches and landscaping.   | 4,040,000          | NA         |
| Multiple Station Projects  | Surfliner    | Various      | Caltrans    | Ticket vending machines, ADA improvements, display cases  | 4,946,807          | NA         |
| Los Angeles Union Station  | Surfliner    | Various      | Caltrans    | Station renovation  | 3,713,742          | NA         |
| Oceanside  | Surfliner    | Various      | Caltrans    | Station improvements and new 450 space parking garage   | 4,900,000          | NA         |
| Station Total  |              |              |             |   | 22,673,142         |            |
| <b>Surfliner Total</b>   |              |              |             |   | <b>325,032,963</b> |            |
| <b>San Joaquin Route</b>   |              |              |             |   |                    |            |
| San Joaquin Corridor; improve track and signals along San Joaquin intercity rail line near Hanford in Kings County | San Joaquins | TCRP         | Caltrans    | Construct a second mainline track, upgrade existing sidings, realign existing track, construct or replace turnouts and crossings, and extend necessary bridges, relocate utilities as needed, and excavate and place embankment material and sub-ballast on a 5.8 mile section of BNSF-owned track on the San Joaquin Corridor between Shirley and Hanford in Kings County.<br><br>Estimated construction start date 10/2002 and estimated completion date 8/2004 | \$10,000,000       | 8/2004     |

| Project Title  | Route        | Funding         | Lead Agency | Project Description  | Estimated Cost | Comp. Date |
|--|--------------|-----------------|-------------|--|----------------|------------|
| San Joaquin Corridor; improve track and signals along San Joaquin intercity rail one in seven counties | San Joaquins | TCRP            | Caltrans    | <p>The overall project is to improve track and signals along the San Joaquin Corridor intercity rail line. The project has been split into two subprojects:</p> <p><b>#99.1</b>—Calwa to Bowles second main track. Construct a second mainline track and related signal improvements on an 8.5 mile section of BNSF-owned track on the San Joaquin Corridor between Calwa and Bowles in Fresno County.</p> <p>Estimated construction start date 1/2002 and estimated completion date 5/2003.</p> <p><b>#99.2</b>—Escalon to Stockton second main track. Construct a second mainline track and related signal improvements on 22.7 miles of BNSF-owned track on the San Joaquin Corridor between Escalon and Stockton in San Joaquin County.</p> <p>Estimated construction start date 7/2002 and estimated completion date 12/2006.</p> <p>Neither of these projects would be completed given the current level of funding. The estimated cost of completing the above projects is 74 million dollars and would not be considered further in the analysis.</p>                                      | 15,000,000     | 12/2006    |
| Martinez—Port Chicago Track and Signal Improvements  | San Joaquins | ITIP-SHA/Amtrak | Caltrans    | Install 7 miles of CWR on UPRR Mococo Line, replace ties and ballast, surface work, resurface public grade crossings, upgrade crossing warning systems, and install CTC with power switches at all control points to increase train speeds.  | 6,892,528      | NA         |
|  | San Joaquins | ITIP-SHA, PTA   | Caltrans    | <p>Oakley to Pittsburg Second Main Track and Signal Upgrades: This project includes the construction of a 12.11-mile-long FRA Class 5 second main track and signal system up-grades from Oakley to Pittsburg. Other improvements include removal of the turnout in Oakley; new universal crossovers for operational flexibility; yard/industry track realignment at Sando to accommodate the second main track; a new 980-foot-long bridge in Antioch; removal of the existing turnouts for the Planada siding; upgrade of the Planada siding to FRA Class 5 standards and realignments. This project would reduce congestion, improve trip times, improve operational reliability and increase corridor capacity.</p> <p>Environmental Documentation and Preliminary Engineering work for this project was included in the fiscal year 2001–2002 California Budget Act and the 2000 STIP plan.</p> <p>The total cost of this project is 88.91 million dollars the current funding of 32.7 million will not complete these projects. Therefore it will not be carried forward in the analysis.</p> | 32,700,000     | N/A        |
| Port Chicago Stockton Track Improvements   | San Joaquins |                 | Caltrans    | Install new wood crossties, clean and undercut ballast, and surface track.   | 5,000,000      | NA         |

| Project Title                                  | Route        | Funding          | Lead Agency | Project Description  | Estimated Cost     | Comp. Date |
|--|--------------|------------------|-------------|--|--------------------|------------|
| San Joaquin Route Double Tracking—Construction | San Joaquins | Bond 116/IRR-SHA | Caltrans    | Construct double track and related signal enhancements on San Joaquin routes   | 40,000,000         | NA         |
| Orwood Drawbridge                              | San Joaquins | Bond 116         | Caltrans    | Replace bridge locks and related electrical control systems to increase train speeds.  | 1,275,000          | NA         |
| Stockton Track and Signal Improvements         | San Joaquins | Bond 116         | Caltrans    | Replace 16 turnouts and the UP crossing diamonds, replace ties, surface track, upgrade signals on 6.5 miles of main line and siding tracks, to increase train speeds from 20 to 60 miles per hour. | 8,600,000          | NA         |
| Track Total                                    |              |                  |             |  | 119,467,528        |            |
| Station Projects                               |              |                  |             |  |                    |            |
| Richmond                                       | San Joaquins | Various          | Caltrans    | 680 space parking garage and other platform and station improvements   | 12,105,250         | NA         |
| Martinez                                       | San Joaquins | Various          | Caltrans    | Construction of new station and parking lot.   | 31,408,450         | NA         |
| Lodi   | San Joaquins | Various          | Caltrans    | Renovate SP Depot, with new 600 foot, 8 inch above top of rail platform, paved parking, lighting, landscaping, bicycle racks, and lockers and bus bays for local transit                           | 5,367,000          | NA         |
| Fresno   | San Joaquins | TCI-TP&D         | Caltrans    | Renovate historic Santa Fe Depot for use as a new station with waiting room, counter space and baggage facilities, includes property appraisal, land acquisition and project design                | 11,100,024         | NA         |
| Station Total                                  |              |                  |             |  | 59,980,724         |            |
| <b>San Joaquin Total</b>                       |              |                  |             |  | <b>179,448,252</b> |            |

| Project Title   | Route            | Funding | Lead Agency | Project Description   | Estimated Cost | Comp. Date |
|---|------------------|---------|-------------|---|----------------|------------|
| <b>Capitol Corridor</b>   |                  |         |             |   |                |            |
| Capital Corridor; improve intercity rail line between Oakland and San Jose, and at Jack London Square and Emeryville stations in Alameda and Santa Clara Counties | Capitol Corridor | TCRP    | CCJPA       | <p>The overall Capital Corridor Project is designed to improve the intercity rail line between Oakland and San Jose, and the stations at Emeryville and Jack London Square in Oakland. The improvements will result in greater operational reliability, increased passenger rail capacity and reduced trip times along the corridor. The overall project consists of four subprojects:</p> <p><b>#9.1</b>—Oakland to San Jose improvements. Covers Harder Road Crossing element of the overall project, and has been broken down into three stages. The first stage involves constructing a temporary traffic detour of Harder Road traffic onto Lund Avenue and installation of the temporary rail crossing. The second stage involves closing Harder Road, temporarily relocating the rail tracks, and then constructing the two track railroad bridges, retaining walls, and drainage culvert. The third stage, during which Harder Road will also be closed, involves excavation of Harder Road, construction of the new roadway, curbs, gutter, sidewalks, and landscaping, and relocation of the railroad tracks back to the main line.</p> <p>Estimated construction start date 9/2000 and estimated completion date 3/2003.</p> <p><b>#9.2</b>—Emeryville Station track and platform improvement. This improvement project will permit parallel passenger moves into and out of the Emeryville Station, providing added capacity and improve operational benefits for freight and passenger trains to bypass passenger trains in the station.</p> <p>Estimated construction start date 10/2002 and estimated completion date 12/2003.</p> <p><b>#9.3</b>—Jack London Square Station track and platform improvements. This improvement project will permit parallel passenger moves into and out of the Oakland Jack London Square Station, providing additional capacity and improve operational benefits for freight and passenger trains to bypass passenger trains in the station.</p> <p>Estimated construction start date 4/2007 and estimated completion date 12/2008.</p> <p><b>#9.4</b>—Oakland to San Jose intercity track improvements. The improvements involve additional track, track sidings, and necessary crossovers to ensure that capacity to expand Capital Corridor service south of Oakland from the existing six daily roundtrips to nine daily roundtrips by 2006.</p> <p>Estimated construction start date 4/2002 and estimated completion date 8/2003.</p> | 25,000,000     |            |



| Project Title  | Route            | Funding                      | Lead Agency | Project Description   | Estimated Cost | Comp. Date |
|--|------------------|------------------------------|-------------|---|----------------|------------|
| Yolo Causeway Second Main Track  | Capitol Corridor | ITIP-SHA-PTA                 | CCJPA       | This project would restore a second track to the Yolo Causeway, a four-mile bridge structure over the wetlands east of Davis, and upgrade the signal system on both ends of the re-habilitated bridge, providing new high-speed crossover tracks to allow trains to move between tracks without encountering delays. This newly restored second main track would provide additional capacity, reduce train delays, and improve operational reliability.<br><br>Environmental Documentation and Preliminary Engineering work for this project was included in the fiscal year 2001–2002 California Budget Act and the 2000 STIP plan | 22,800,000     | N/A        |
| Bay Area Transit Connectivity; complete studies of, and fund related improvements for the Interstate 580 Livermore Corridor; the Hercules Rail Station and related improvements, West Contra Costa County and Route 4 Corridors in Alameda and Contra Costa Counties | Capitol Corridor | TCRP 50%                     | CCJPA       | The Hercules Rail Station and related improvements portion of TCRP Project 12 (Bay Area Transit Connectivity). The train station project will include work on the existing train track by increasing the radius of curvature, construction of a 600 feet x 15-foot wide center platform and inland concrete platform, installation of passenger shelters, construction of parking lots, landscape installation and other associated amenities.<br><br>Estimated construction start date 1/2003 and estimated completion date 5/2004.  | 6,000,000      | 5/2004     |
| Oakland-San Jose Track and Signal Improvements   | Capitol Corridor | ITIP-SHA                     | CCJPA       | Construct track, signal and infrastructure improvements between Oakland–Jack London Square and San Jose.  | 22,700,000     | NA         |
| Auburn Area Track and Signal Improvements  | Capitol Corridor | ITIP                         | CCJPA       | Upgrade track and signals in Auburn Area  | 350,000        | NA         |
| Niles Junction-Newark Track Improvements   | Capitol Corridor | San Joaquin County Sales Tax | CCJPA       | Construct second main track to double track at Centerville line.  | 10,664,740     | NA         |
| Route Total  |                  |                              |             |   | 87,164,740     |            |
| Station Projects   |                  |                              |             |   |                |            |
| Auburn   | Capitol Corridor | TCI-PTA                      | CCJPA       | New Platform construction   | 1,437,598      | NA         |
| Rocklin  | Capitol Corridor | TCI-PTA/ITIP-SHA             | CCJPA       | New Platform and access improvements  | 1,596,224      | NA         |

| Project Title  | Route             | Funding              | Lead Agency | Project Description   | Estimated Cost     | Comp. Date |
|--|-------------------|----------------------|-------------|---|--------------------|------------|
| Roseville  | Capitol Corridor  | ITIP-SHA             | CCJPA       | Construct additional parking  | 300,000            | NA         |
| Sacramento   | Capitol Corridor  | Various              | CCJPA       | Station improvements  | 2,737,380          | NA         |
| Suisun-Fairfield   | Capitol Corridor  | TCI-PTA/<br>MCIP-PTA | CCJPA       | Acquire ROW and construct new parking lot on north side of tracks with landscaping improvements   | 633,200            | NA         |
| Berkeley   | Capitol Corridor  | Various              | CCJPA       | Improve station area  | 1,626,445          | NA         |
| Oakland Coliseum   | Capitol Corridor  | Various              | CCJPA       | Construct new station with two 8 inch above top of rail platforms, including shelter, lighting, etc. Work includes track work including switch and tie replacement, crossovers, and dual directional signaling (CTC)  | 4,227,500          | NA         |
| Santa Clara/Great America Station  | Capitol Corridor  | Various              | CCJPA       | Construct platform expansion including additional passenger shelters, public address systems and lighting improvements  | 1,630,000          | NA         |
| San Jose Station Improvements  | Capitol Corridor  | Various              | CCJPA       | Rebuild and reconfigure tracks; platforms and terminal facilities (including pedestrian subways) will be compliant with ADA; signal bridge and civil work and build new tracks at Diridon Station   | 15,288,200         |            |
| Station Total  |                   |                      |             |   | 29,476,547         |            |
| <b>Capitol Corridor Total</b>  |                   |                      |             |   | <b>116,641,287</b> |            |
| <b>Other Routes</b>  |                   |                      |             |   |                    |            |
| ACE Commuter Rail; add siding on UPRR line in Livermore Valley in Alameda County | ACE Commuter Rail | TCRP                 | SJRRRA      | The project will extend a railroad siding for approximately 8,000 feet (approximately between UPRR MP 49 and 52 in Livermore Valley). Due to the operation of both commuter passenger rail and commercial (freight) rail in the area, extending the siding will provide a passing/staging area for trains traveling bi-directionally on the current existing single track.<br><br>Estimated construction date 8/2003 and estimated completion date 12/2003. | 1,000,000          | 12/2003    |

| Project Title  | Route                 | Funding | Lead Agency                               | Project Description  | Estimated Cost | Comp. Date |
|--|-----------------------|---------|---|--|----------------|------------|
| Alameda Corridor East; build grade separations on BNSF and UPRR lines, downtown Los Angeles to Los Angeles County line in Los Angeles County | Alameda Corridor East | TCRP    | San Gabriel Valley Council of Governments | <p>The overall project includes improvements to 44 grade crossings located throughout the San Gabriel Valley on the Alhambra and Los Angeles Branches of the UPRR between the City of Los Angeles and the City of Pomona in Los Angeles County. Improvements at 20 of the 44 locations will be made by construction of grade separations. This project has been split into three subprojects:</p> <p><b>#54.1</b>—Grade separations located at East End, Reservoir, Nogales, Sunset and Brea Canyon grade crossings.<br/>Estimated construction start date 6/2002 and estimated completion date 4/2005.</p> <p><b>#54.2</b>—Construction of grade separation at Valley View Avenue in the City of Santa Fe Springs.<br/>Estimated construction start date 8/2004 and estimated completion date 2/2006.</p> <p><b>#54.3</b>—Construction of grade separation at Parsons Boulevard in the City of Pico Rivera.<br/>Estimated construction start date 7/2002 and estimated completion date 12/2006.</p> | 150,000,000    | 12/2006    |

| Project Title   | Route                 | Funding | Lead Agency | Project Description  | Estimated Cost | Comp. Date |
|---|-----------------------|---------|-------------|--|----------------|------------|
| Alameda Corridor East; build grade separations on BNSF and UPRR lines, Los Angeles County line to Colton, with rail-to-rail separation at Colton in San Bernardino County | Alameda Corridor East | TCRP    | SANBAG      | <p>The overall Alameda Corridor East project will reduce traffic congestion and delays to goods movement at a railway/railroad crossing and eliminate conflicts between vehicular and train traffic by the construction of several grade separations along the BNSF and UPRR lines. The project has been split into three subprojects:</p> <p><b>#55.1</b>—Construct multi-span bridges over the UP railroad tracks, the west State Street Storm Drain Channel, and State Street. The project will also include connector roads between State Street and Monte Vista and Ramona Avenues, modifications to a storm drain system, and miscellaneous street improvements necessary to comply with both the City and San Bernardino County standards.</p> <p>Estimated construction start date 6/2003 and estimated completion date 12/2004.</p> <p><b>#55.2</b>—Construct a grade separation at Milliken Avenue at the intersection with the UPRR tracks (Alhambra Line) between Guasti Road and Airport Drive. Estimated construction start date 8/2004 and estimated completion date 7/2006.</p> <p><b>#55.3</b>—Construct multi-span bridges over the UPRR and San Bernardino railroad tracks on Hunts Lane and State Street/University Parkway. Estimated construction start date 9/2003 and estimated completion date 12/2004.</p> | 95,000,000     | 7/2006     |
| Alameda Corridor East; (Orangethorpe Corridor) build grade separations on BNSF line, Los Angeles County line through Santa Ana Canyon in Orange County                    | Alameda Corridor East | TCRP    | OCTA        | <p>The overall project will resolve conflicts between growing global BNSF rail trade movements from Hobart Yard and the Ports of Long Beach and Los Angeles through the cities of Fullerton, Placentia, Anaheim and Yorba Linda by means of grade separations with local streets, including lowering the railroad for approximately five miles through the cities of Placentia and Anaheim.</p> <p>Estimated construction start date 5/2002 and estimated completion date 3/2004.</p>  | 28,000,000     | 3/2004     |

| Project Title   | Route                          | Funding | Lead Agency     | Project Description  | Estimated Cost | Comp. Date |
|---|--------------------------------|---------|-----------------|--|----------------|------------|
| Metrolink; track and signal improvements on Metrolink; San Bernardino line in San Bernardino County   | Metrolink, San Bernardino Line | TCRP    | SANBAG          | The project will install and extend to the west of a new controlled passing siding on the single track. Southern California Regional Rail Authority maintains and operates the San Bernardino Line between the Rancho Cucamonga and Fontana Stations. The work will consist of designing and constructing an embankment and related drainage facilities, new power operated turnouts with related signals, controls, and power switch machines, up to 18,000 feet of track, shifting and reconstructing 9000 feet of storage track, shifting turnouts, adding an additional track to existing highway grade crossing, and modifying the nearby parts of the signal system.<br><br>Estimated construction start date 11/2000 and estimated completion date 4/2003.  | 15,000,000     | 4/2003     |
| CalTrain; extension to Salinas in Monterey County   | CalTrain                       | TCRP    | TAMC            | The project will extend CalTrain commuter rail service currently running between San Francisco and Gilroy south of Salinas in Monterey County, relieving congestion for commuters traveling between Monterey County and southern Santa Cruz County and the San Francisco Bay area. The rail extension will also provide transit connections to Sacramento and Stockton via the Capitol Corridor and Altamont Commuter Express. The project is located along 38 miles of existing UPRR mainline from Gilroy to Salinas. The rail extension will initially include two new commuter rail station stops – Pajaro and Salinas – and will add a third stop in Castroville in conjunction with the establishment of intercity rail service between San Francisco and Monterey/Seaside. The service will consist of two round trips per day and will increase to four to more within five years on inception of service. It is anticipated that implementation of the project requires rehabilitation and construction of stations, minor track improvements and some equipment acquisition.<br><br>Estimated construction date 11/2004 and estimated completion date 5/2006. | 20,000,000     | 5/2006     |
| CalTrain Peninsula Corridor; complete grade separations at Poplar Avenue in (San Mateo), 25 <sup>th</sup> Avenue (San Mateo), and Linden Avenue (South San Francisco) in San Mateo County | CalTrain                       | TCRP    | SamTrans        | This project will result in grade-separated crossings at 25 <sup>th</sup> Avenue in San Mateo and Linden Avenue in South San Francisco as well as reconstructing an existing obsolete grade separation at Poplar Avenue in San Mateo. The grade separation improvements will be designed to accommodate additional tracks as part of the future build-out of the CalTrain Corridor. The project will improve safety by eliminating at-grade crossings of the railroad thereby improving movement between trains, pedestrians, and motor vehicles; improvement vehicle traffic flow and reduce congestion with associated emission reductions and fuel savings; eliminate high maintenance and costly grade crossing warning devices; and simplify the future electrification of CalTrain's right of way.<br><br>Estimated construction date 6/2005 and estimated completion date 6/2007.   | 15,000,000     | 6/2007     |
| Monterey–San Francisco Service  | Monterey                       | Various | Monterey County | Implement rail service between Monterey (Seaside) and San Francisco  | 16,400,000     | NA         |

| Project Title                       | Route             | Funding           | Lead Agency            | Project Description   | Estimated Cost     | Comp. Date |
|-------------------------------------|-------------------|-------------------|------------------------|---|--------------------|------------|
| Las Vegas–Los Angeles Service       | LAX–LVS           | Amtrak            | Amtrak                 | Construct 20 miles of double track on UP between Kelso and Cima   | 28,000,000         | NA         |
| Canyon Subdivision Reroute          | Coast Starlight   | Amtrak/UP         | Amtrak                 | Construct track changes at Haggin Yard (in Sacramento) and at Binney Junction (near Marysville) to reroute Coast Starlight to former Western Pacific tracks from former Southern Pacific tracks via Roseville to save at least 15 mins in running time. | 5,595,000          | NA         |
| Route Total                         |                   |                   |                        |   | 373,995,000        |            |
| Station Projects                    |                   |                   |                        |   |                    |            |
| Salinas                             | Coast Starlight   | City/ SHA/ Amtrak | City of Salinas        | Station improvements and new platform   | 985,000            | NA         |
| Colfax                              | California Zephyr | City              | City of Colfax         | Construct platform  | 82,500             | NA         |
| Seaside Station                     | Monterey Service  | Seaside Station   | City of Seaside        | New Station for new service   | 620,800            | NA         |
| San Bernardino Station Improvements | Southwest Chief   | Various           | City of San Bernardino | Rehabilitate historic station, including seismic retrofit and adaptive reuse as a transportation center   | 12,447,115         | NA         |
| Needles                             | Southwest Chief   | Various           | San Bernardino County  | Acquire property, prepare design and engineering, rehabilitate and modernize existing station and historic El Garces Depot as an intermodal station, including station platform waiting area, and parking and bus turnaround facilities.                | 1,183,451          | NA         |
| Station Total                       |                   |                   |                        |   | 15,318,866         |            |
| <b>Other Total</b>                  |                   |                   |                        |   | <b>389,313,866</b> |            |

## Acronyms and Abbreviations:

ACE = Altamont Commuter Express.  
 ADA = Americans with Disabilities Act.  
 Bond 116 = Clean Air and Transportation Improvement Act of 1990 (Proposition 116) (Passed June 5, 1990)  
 BNSF = Burlington Northern & Santa Fe Railway.  
 Caltrans = California Department of Transportation.  
 CCJPA = Capitol Corridor Joint Powers Authority.  
 CMAQ = Congestion Mitigation and Air Quality Improvement Program.  
 CP = Control Point (reference to a specific location on a railroad).  
 CTC = California Transportation Commission.  
 CWR = Continuous Welded Rail.  
 FTA = Federal Transit Administration.  
 FRA = Federal Railroad Administration.

IRR = Intercity Rail Program.  
 ITIP = Interregional Transportation Improvement Program.  
 LAX = Los Angeles International Airport.  
 LOSSAN = Los Angeles to San Diego via Orange County  
 LVS = Las Vegas International Airport.  
 MCIP = Minor Capital Improvement Program.  
 MP = milepost.  
 NA = not available.  
 NCTD = North County Transit District.  
 OCTA = Orange County Transportation Authority.  
 PEIR/EIS = Program Environmental Impact Report/Environmental Impact Statement.  
 PTA = Public Transportation Account.

ROW = right of way.  
RTIP = Regional Transportation Improvement Program.  
SANBAG = San Bernardino Associated Governments.  
SHA = State Highway Account  
SJRRRA = San Joaquin Regional Rail Authority.  
STIP = State Transportation Improvement Program.  
STP = Surface Transportation Program.

SP = Southern Pacific Train.  
TAMC = Transportation Agency for Monterey County.  
TCI = Transit Capital Improvement Program  
TCRP = Traffic Congestion Relief Program.  
TEA = Transportation Enhancement Activities.  
TP&D = Transportation Planning and Development Account.  
UPRR = Union Pacific Railroad.